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**Vale of Glamorgan**

**Highway Authority Observation Sheet**

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| Planning Application Ref: | 2023/00948/FUL |
| Observations By: | James Aitken |
| Date: | 24th June 2024 |
| Location: | Land off Sandy Lane, Ystradowen |
| Proposal: | Full planning application for residential development together with engineering, drainage, landscaping, highways and other associated works |
| Case Officer: | Angharad Hobbs |

The development proposes the construction of a new residential development of 46 units on land generally to the North of Sandy Lane in Ystradown. A new access is being created off Sandy Lane and the visibility splays have been checked and are satisfactory for the observed speeds.

The highway authority has requested the widening of Sandy Lane to 5.5m and a new 2m footway along the side frontage has also been provided. The transportation implications of the proposals have been checked and they should not have a detrimental impact on the adjacent highway network.

Swept paths have been conducted for the internal estate roads and we can confirm that the site should be suitable to cater for larger delivery and refuse vehicles. As part of the engineering details condition a scheme will need to be provided for the protection of the SUDs features to prevent parking on the features and affecting their operation. This will also need to be agreed with the Council’s SAB.

Therefore, the highway authority has no objection to the proposals subject to the following:-

1. Notwithstanding the submitted Plans, no works whatsoever shall commence on the development until Full Engineering details have been submitted and approved by the Local Planning / Highway Authority. The details shall incorporate road geometry, vision splays, Street lighting, road signs, materials, surface water drainage strategy, active travel improvements, resurfacing of Sandy Lane and any retaining structures.

Reason :-To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

1. No Development shall commence until there has been submitted to, approved in writing by the local planning authority a Construction Traffic Management Plan (CTMP). The CTMP shall include details of the site operating times, haulage routes for site traffic, parking of site vehicles on site, measures to control mud and debris from entering the highway, the storage of materials and the loading and unloading of plant.

Reason :- In the interest of highway / Public Safety and the free flow of traffic along the adopted highway network.

1. No development shall commence until a scheme for a traffic regulation order (TRO) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the provision of no waiting at any time restrictions along the frontage of the site and into the development access to protect vision splays and ensure suitable operation of the junction for vehicles entering and leaving the site. All cost associated with the TRO shall be payable by the developer.

Reason: in the interests of highway safety.

1. No works whatsoever shall commence on site until the design calculations, duly certified by a Professional Engineer, and full Engineering details of any structures, drainage systems, street lighting, water culverts etc. abutting or within close proximity to the existing / proposed highway have been submitted to and approved by the Local Planning Authority.

Reason: - To ensure the minimum Design and Construction Standards are achieved

1. Prior to the commencement of development the Highway Authority will require at the developers expense to carry out a Condition Survey along agreed haulage route the extent to be agreed with The Councils Highway Network Manager which shall undertaken by a suitably qualified and experienced an independent Highway Maintenance Consultant to be approved by the Local Highway / Planning Authority.
2. The Highway Authority will require at the developers expense a Second Condition Survey along agreed haulage route the extent to be agreed with The Councils Highway Network Manager to be undertaken by the approved independent Highway Maintenance Consultant on completion of the development or such time that the Highway Authority instruct. Any remedial works required as a result of extra-ordinary traffic due to the development should be carried out at the developers expense.

Notes

1. The developer will be required to enter into a Section 38/278 Agreement with the Highway Authority before undertaking works along the adjacent highway.
2. The Highway Authority will require the developer to enter into a legally binding agreement to secure the proper implementation of the Highway Improvement Works and proposed highway works servicing developments greater than 5 dwellings which shall incorporate the appropriate bond.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

1. There shall be no obstructions inclusive planting whatsoever within the areas required for vision splays. All proposed boundary walls, hedgerows or planting shall be located to the rear of the required vision splays in the interest of highway / public safety.

Reason :- In the interest of Highway / Public Safety.

1. No surface, roof water or other deleterious material from the site shall discharge or migrate onto the adopted highway. Applicant to make provisions to deal with the above within the confines of the site in the interest of highway safety and environmental management.

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| Planning Application Ref: | 2023/00948/FUL |
| Observations By: | James Aitken |
| Date: | 7 November 2023 |
| Location: | Land off Sandy Lane, Ystradowen |
| Proposal: | Full planning application for residential development together with engineering, drainage, landscaping, highways and other associated works |
| Case Officer: | Angharad Hobbs |

The site proposes 46 residential dwellings on land to the North of Sandy Lane. The proposals provide a mixture of housing types along a new junction arrangement, internal access road and footways along with open space and SUDS features.

Frontage access has been provided along Sandy Lane which provides a strong street scene and should aide in reducing vehicle speeds by providing such. A new footway along the site frontage will connect to the existing infrastructure to the West. The site in principle in terms of trip generation and impact on the surrounding highway network is not a concern from the highway authority and generally the site is supported.

However, The above development has been the subject of previous highway observations during a pre-application and PAC submissions and comments have been made during both of those consultations which have not been addressed or commented on. The highway authority would advise that comments relating to the previous applications are still relevant and the site layout is going to need revisiting in an effort to minimise the concerns from a highway perspective.

1. Much of the parking spaces for the proposed dwellings are shown as three parking spaces three spaces in tandem. It is rare for three spaces in this arrangement to be used for parking and as such would encourage on street parking and renders the layout and development inefficient for parking purposes. The highway authority would not support this layout for parking as it currently stands and revised designs are required to be submitted.
2. No provision has been provided for visitor parking which should be provided in accordance with the maximum standards as 1 space per 5 dwellings. With the inefficient parking layout provided and lack of visitor parking this will likely lead to substantial on street parking to the detriment of free flow of traffic and be contrary to street users needs and provide an unattractive street scene. Visitor parking should be provided around the site and the suitable provision evidenced.
3. The parking for plot 4 could encourage vehicles to parking along the access road and thus the parking layouts should be amended with this in mind. It is unlikely that future resident would park in the bays behind.
4. The junction radii at the site entrance will need to be increased to 7.5m as per our standard detail for junction radii. The swept paths for refuse vehicles indicate that the whole width of Sandy Lane will be taken by turning of vehicles leaving the site. Vehicle swept path also encroaches onto the footway when turning into the site.
5. A turning head/area will be required to be provided adjacent to plots 27 & 28 as refuse and delivery vehicles reversing along that stretch would not be suitable in terms of highway safety. The other alternative is to re-design the road layout such that the potential for reversing along the highway is minimised.
6. Road 2 on the engineering layout appears close to a 1 in 10 gradient. We do not accept anything steeper than a 1 in 12 which is categorized as suitable for all pedestrians.
7. A traffic regulation order will be required to be provided along the site frontage along Sandy Lane to prevent vehicles parking along the road outside their properties and to maintain free flow of traffic along Sandy Lane. The applicant/developer will be required to fund the necessary orders with the local authority.
8. Access into the pumping station will need to ensure that it is safe and convenient for DCWW to access. Also, requirements often need a perimeter fence or wall around the bay and station so this will need to be considered.
9. Confirmation will need to be provided by the Council’s SAB as to what features will likely be adopted under such an agreement. The highway authority would not be supportive of adopting rain gardens or swales which take private dwelling surface water.
10. Drainage of the existing Sandy Lane will need to be engineered as currently, any surface water appears to discharge into the verges and vegetation present. This is to be replaced with a kerb line.
11. Any future development to the East of the site will need to be fully considered into the design and adopted highway construction should be taken up to the boundary to ensure continuation of any development proposals in the adjoining land.
12. Street lighting locations will need to be considered in particular the shared surface areas where no footways exist. 1m² areas will be provided for street lighting columns in verges which should sit outside of shared surface areas.
13. The footway will need to tie in neatly to the existing kerb line and not provide a kick in the kerb alignment. Please ensure land boundary is correct to enable tie in.